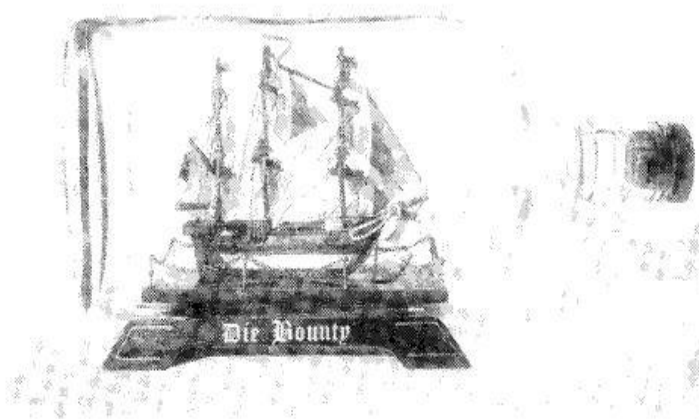


THE BOTTLE SHIPWRIGHT

The Journal of the Ships-In-Bottles Association of America



"HMS BOUNTY" BY KLAUS REUTER, MUNICH, GERMANY
[This model is now at the Japanese Exposition]

NO.4 1983

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the editor. Annual dues are \$10.00 for North American members and \$12.00 overseas.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee DeZan, Distribution

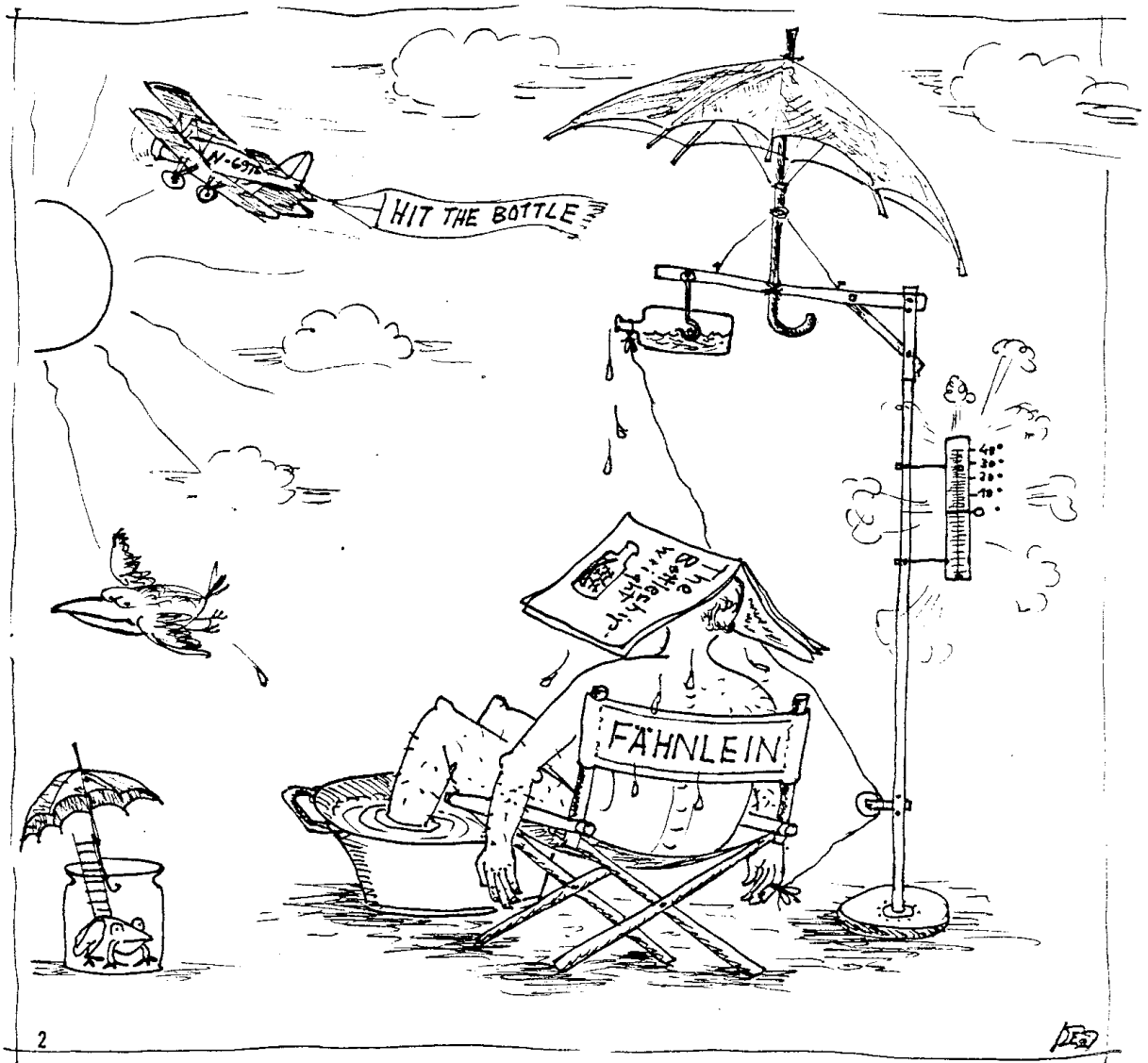
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Robin mailed an SOS to some of our members and builders for models to help fill the space that she has been allotted. Response has been good, but she still needs help, so if you can help a lady in distress - mail a model to her. Couple pack . . send via UPS for more gentle handling . . send return postage and label. If you want to sell on commission tell Robin the asking price. (She will welcome salable items). Checks will be mailed to you immediately. On all ships please indicate your name and date of completion. Ship the models to: Robin Harris, 2833 High Street, #108, Oakland, CA 94619. If you can't send a model make an effort to stop in and see the show and say hello to Robin. How often can you talk to a Robin without climbing a tree?



CARTOONISTS-It appears that ship-in-bottle building isn't the only thing that our ASSOCIATION has going for it. During the recent spell of extremely hot weather in Europe your President, JACK HINKLEY, when corresponding with member HANS FAHNLEIN in Bad Windsheim, West Germany, decorated the outside of the envelope with an appropriate hot weather cartoon. The return correspondence from Hans contained his own answering cartoon (shown below). HANS joins PER CHRISTENSEN of Denmark, DON HUBBARD of California and myself in the growing list of cartoonist in our organization. And on the more formal side we have HAROLD GILE of Philadelphia and RALPH PRESTON, the Squire of Winooski, Vermont who turn out excellent shop drawings. No doubt there are many others whose other talents have, as yet, gone undetected.

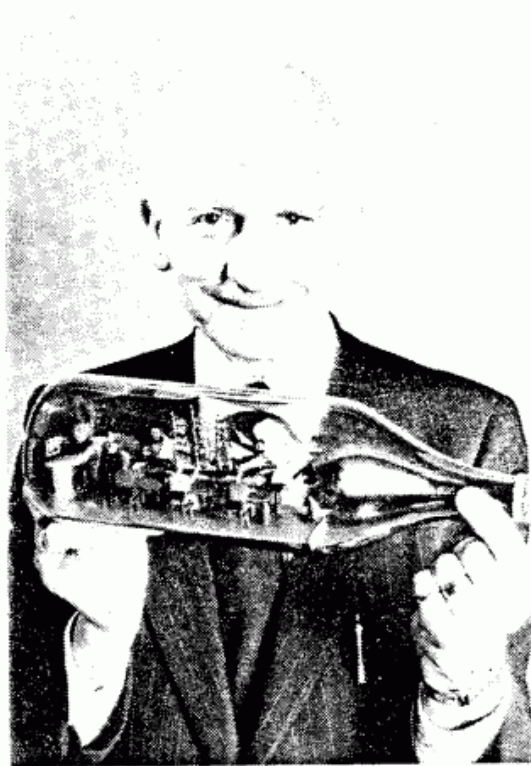


NEW EUROPEAN PRESIDENT ANNOUNCED

Mr. Jack Needham of Sheffield, England whose work and comments you have all seen on these pages, has been designated as the new President of the European Association of Ships In Bottles.

Jack is relieving Max Truchi, of Marseilles, France, of this time consuming and often difficult task which Max has held since 1978. Jack, who recently retired from his trade as a printer, is the author of the book, MODELLING SHIPS IN BOTTLES. He has spent over 50 years as a modeller and has done extensive research work on the subject of sailing ships as an adjunct to the art. During World War II he served for six years aboard warships in the British Navy.

We would like to take this opportunity to wish Jack smooth sailing in his new position, and to thank his predecessor, Max, for doing a fine job as the founder and first leader of this unique organization.



MR. JACK NEEDHAM, new President of the European Association of Ships-in-Bottles, with his very complicated and detailed model of the Boardroom Meeting.

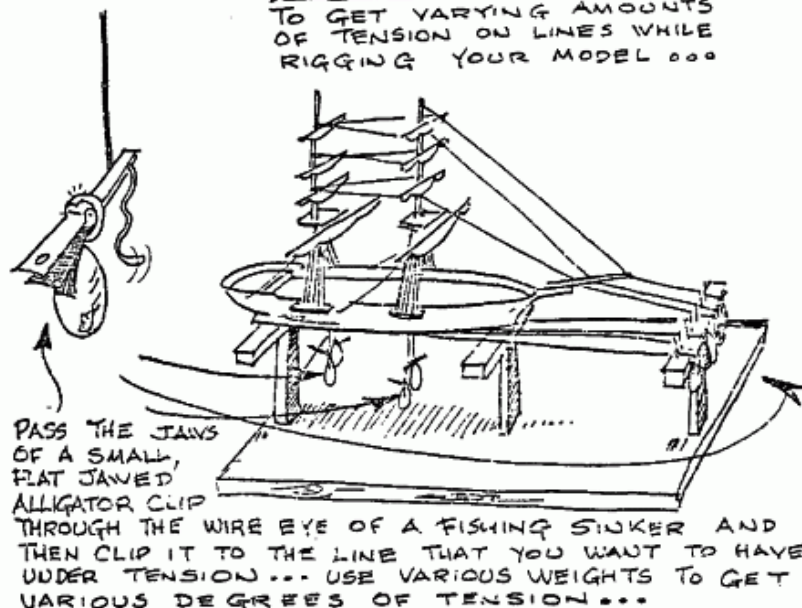


NORWEGIAN ASSOCIATION CHANGES HANDS

VIDAR LUND reports that the General Assembly of the Ships-In-Bottles Association of Norway has elected his associate JAN GROTH-HANSEN to replace him as president for the coming year. We join Vidar in wishing Jan and the new Board of Directors best success in keeping the Association ship shape and in further strengthening relations with their many friends abroad.

• A GREAT TENSION GETTER •

TO GET VARYING AMOUNTS
OF TENSION ON LINES WHILE
RIGGING YOUR MODEL ...



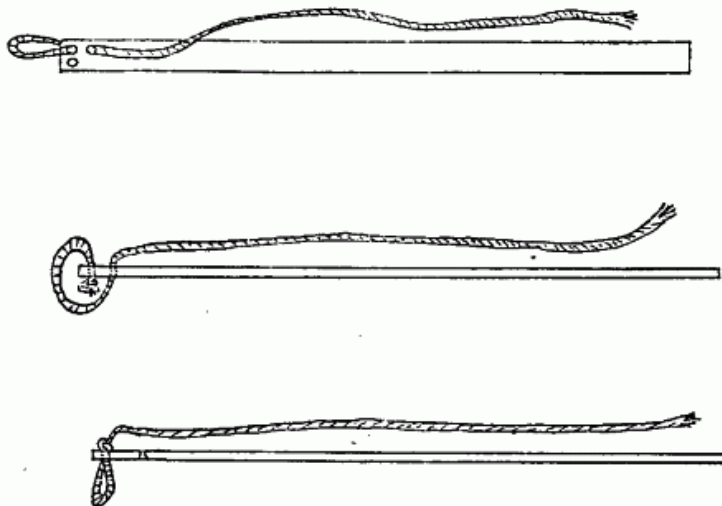
by
JACK HINKLEY

Many rigging stands are solid pieces of wood with the model to be rigged fastened on by a screw or screws. Because of the vast number of rigging threads that I seem to have gotten myself into (my USS CONSTITUTION had 67 threads leading out of the lightbulb which houses her, for instance) I developed a personal rigging stand consisting of three wooden "I"s mounted on a 9 1/2" square piece of 3/4" white pine board. A touch of white glue, bow and stern, holds the model in place on the left and center "I"s. The righthand "I" stands alone and has several brads set into it to provide spacers for threads leading out of the model and over the "I".

For shorter models I have glued two longitudinal wooden rails, about 1/4" apart between the left and center "I"s. Until recently I glued my hull directly over the center of the opening between the two rails. I did not use glue on my present model, but anchored it to the rails with wire twist ties which works with great satisfaction.

In either case, once I have my model mounted on the stand, all of my rigging that comes down and passes through the deck will hang free in the space between the hull and the base of the stand. The purpose of this is to allow me to hang weights on these threads to keep the rigging taught. The use of weights eliminates the requirement to wrap or tie threads to pins, tacks, brads, etc. I use small flat-jawed alligator clips and swivel fishing sinkers to make my weights. When tension is required I take an alligator clip, pass the jaws through the swivel of a sinker and clamp it to the thread. It's fast and easy and simple to use. The same applies to finished rigging which can be kept under tension by running the thread out to the third "I" with the brads on it and clamping on a weight. Alligator clips can be used in many ways - almost like fingers.

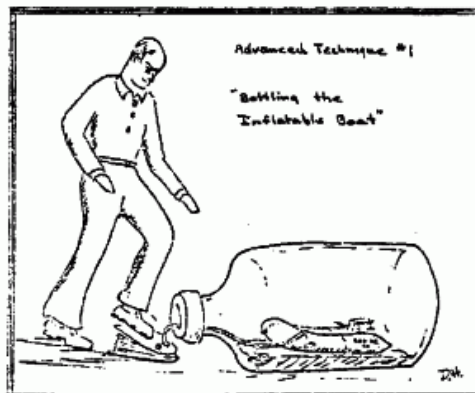
Jack Hinkley, Coraopolis, PA



A SIMPLE GADGET TO HOLD PARTS TOGETHER INSIDE A BOTTLE
by
STU RANG

This gadget consists of a knotted string and a strip of wood, adapted to the size of your bottle, with three holes drilled in one end.

I use this device to hold parts of my models together inside the bottle for manipulation, positioning, binding together for gluing, etc. By changing the route of the string through any two of the three holes in the wood a long distance clamp is affected that can hold objects at almost any angle. The thing is so simple and handy that I can't help thinking other people must be using it too, but I have never heard or seen mention of it anywhere. It is so reliable that I can't think of any cautions to offer in its use.



A BOTTLE SHIP MODELLERS WIFE'S LAMENT

by
Wendy Nair

I fail to perceive
How he sits so unconcerned about the world
With one thought on his mind
How to get the ship into the bottle void.

The wife's duties are endless,
Like the rope around the windlass,
Cleaning the putty and glue smear on the dining table,
Patching up the coloured paper cut for flags
From the children's Aesops Fable.

Searching frantically for the hairpin
To find that it is bent into the shape of nine
To adjust some rigging in the bottle, and
looking for the beads and sequins
And blaming it on the young 'uns
Only to find their sly grin
Before they say, "Papa's bottle" has them in.

The number of times the needles are to be threaded
Are endless and annoying
Yet one fine morning when you wake up
And see a beautiful ship in a bottle on the table
With a note, "To my wife!"
Is worth all the smudging and threading.
More than that, it is highly gratifying!

WENDY NAIR
JABALPUR, INDIA



INTRODUCING POUL R. HASS, ESBJERG, DENMARK

On the following pages it is our pleasure to introduce the first of a three part serial version of the ship-in-bottle pamphlet written by POUL R. HASS. one of our active members in Denmark. Poul is a retired chief engineer who served in the Danish Merchant Marine, and he has been regularly building bottled ships for some 25 years. Poul's ships are set in the bottle with the bow facing the base and in that regard his technique is similar to that used by the majority of the builders in Japan. It was in response to some questions by Juzo Okada, president of the Japanese organization, that the pamphlet was created. The pamphlet is fun to read and his techniques are both interesting and innovative, proof that there is always one more way to do any job. His efforts will give all of us some new ideas to work with. Thanks Poul!

BUILDING THE BOTTLE SHIP MY UNTRADITIONAL WAY - PART I

by
Poul R. Hass
Esbjerg, Denmark

PREFACE

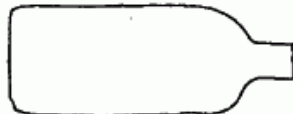
I can't tell you when the first bottle-ship was built-but I can tell you that as long as they have been built they have always been made to the same pattern!!!

They have always been sailing with the fore-stem heading out of the bottle; they have always had masts more or less out of proportion because the masts had to be thick enough to accept a lot of holes for rigging. The running rigging was generally heavy thread or string, and the overall scale was not accurate, as for example the hull, which was too narrow in order to go through the neck of the bottle. Well, that was the way that they did it in the old days - and still do today.

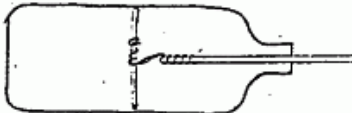
Now, for about 25 years I have had my own technique and have developed it into an art that I wish others could take part in. So go on - try it - it's not so hard - and it becomes easier after the first 100 ships!

POUL R. HASS

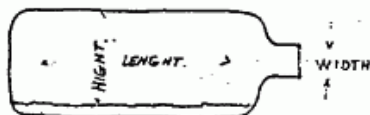
FIRST FIND A CLEAR BOTTLE.



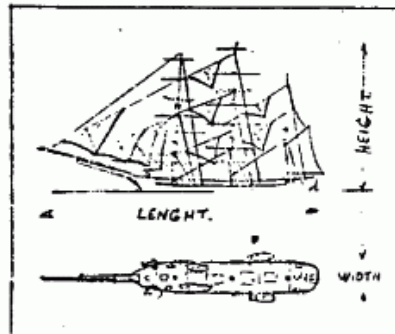
THEN MEASURE THE INSIDE DIAMETER.



THEY MAKE A WORKING-DRAWING OF THE SHIP YOU WANT TO COPY, SO IT HOLDS THE MEASURES - MINUS THE SPACE THE WATER WILL TAKE.



MAKE SURE THAT THE DRAWING OF THE SHIP'S WIDTH CAN GO THROUGH THE NECK OF THE BOTTLE WITHOUT SQUEEZING



THIS DRAWING IS JUST AN EXAMPLE ON HOW I GO ON - STEP BY STEP.

I HAVE SHOWN HERE HOW I
ALWAYS MAKE 4 OR 5 MODELS
OF THE SAME SHIP. THIS WAY
YOU ALWAYS MAKE SURE
THE MODELS ARE UNIFORM.

PIECE OF BALGWOOD. MADE TO THE
REQUIRED MEASURES.



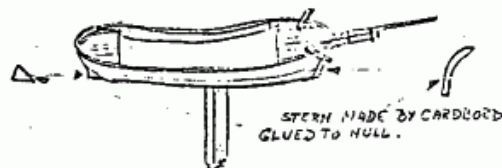
VENEER 1/4"
WITH PENCIL MARK VENEER
AS DECK PLANKS.



WHEN HULL IS FINISHED - GLUE
A 5x5 1/4" STICK IN BOTTOM
OF HULL FOR FURTHER HANDLING.



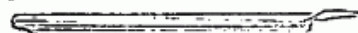
THIN STRIP OF PAPER GLUED ROUND BOWSPRIT.



PAINT HULL IN- & OUT SIDE -

MAKE ALL DECK HOUSES - CASTLES - MACHES -
WINCHES - VENTS - SKYLIGHTS - SIDE LANTERNS -
ANCHORS - CATHEADS - PUMPS - LIFEBOATS -
FIREHAILS ROUND THE MASTS - TRITS - AND IN
SHORT - ALL YOU WANT TO PUT ON DECK - AND
PAINT IT, AND GLUE IT ON - WHEN THAT IS
DONE - START WITH THE MASTS - & SAILS.

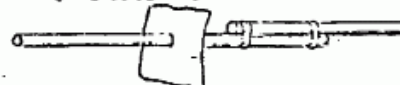
SPLIT SOME BALSQUE - THAT IS THE BEST MATERIAL



USE EMERY OR SANDPAPER TO ROUND MASTS -



TO MAKE TOP-CROSS TREE - USE THIN
CARD BORD AND GLUE TO TOP.



WHEN THAT IS GLUED ON - CUT AROUND WITH
A PAIR OF FINE SCISSORS TO MAKE CROSS-TREE

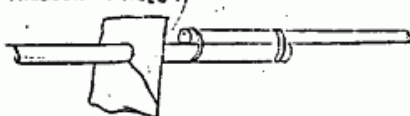


THEN COMES THE TRESTLE-TREES AND
CHEEKS - MADE IN ONE. (CARD BORD)

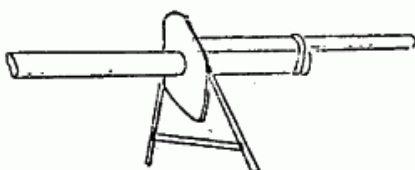


I ALWAYS MAKE ALL THE MASTS AT THE SAME TIME - SO THEY ARE READY WHEN REQUIRED.

TOPGALLANT MAST AND TOPMAST COMPLETE.
SAME COURSE OF ACTION AS BEFORE - BUT HERE
CUT THROUGH TO HOLE.



THEN GLUE THIN STICKS TO CROSS TREE AS
SPREADER.



THE WHOLE MAST IS PAINTED YELLOW -

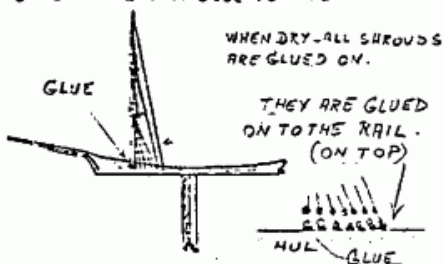


THE SHROUDS ARE GLUED ON

MATERIAL: BLACK NYLON BRISTLES - (SAMPLE)
THE DEAD EYES ARE INDICATED WITH A SPOT OF GLUE
AND THE SHROUDS ARE PAINTED WHITE IN STRIPES
ACROSS TO INDICATE STEPS.



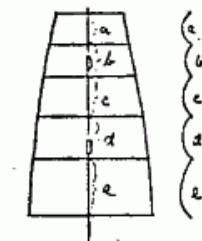
THEN IS THE TIME FOR PUTTING FOREMAST
ON SHIP - SIMPLY GLUE TO HULL -



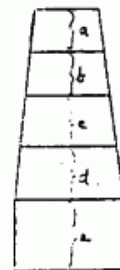
WHEN DRY - ALL SHROUDS
ARE GLUED ON.

THEY ARE GLUED
ON TO THE RAIL.
(ON TOP)

NOW IS THE TIME FOR THE SAIL - USE CIGARET-
PAPER OR OTHER THIN PAPER - MEASURE OUT ON
YOUR WORK-DRAWING - BUT REMEMBER TO ADD IN 1-2
LENGTH OF THE SAIL FOR THE CURVE OF THE WIND! -



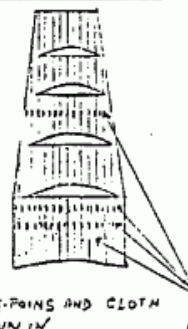
SAIL DRAWING



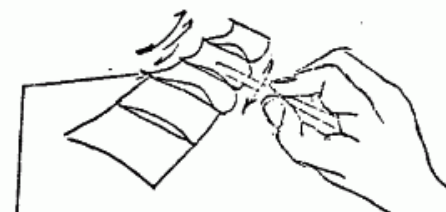
SAIL CUT OUT WITH
EXTRA MIGHT.



CUT OUT HERE

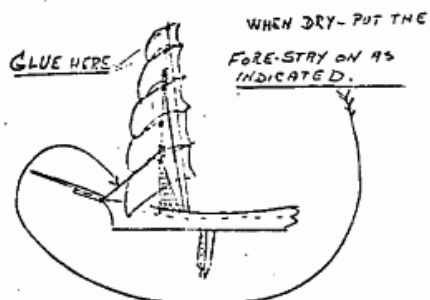
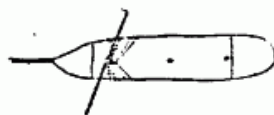


REEF-PAINS AND CLOTH
DRAWN IN

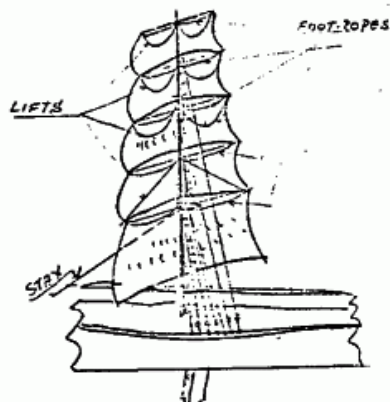


PRESS WITH A SMOOTH TWEEZER OR
OTHER HARD TOOL AGAINST SAIL AND
MOVE BACKWARD AND FORWARD WITH
SAIL LAYING ON A SOFT UNDERLAYER,
UNTIL SAIL CURVES - COUPE WITH A PAIR
OF PLIERS WHERE THE SAILS MEET.

NOW IT IS TIME TO PUT SAIL ON THE FORE-MAST -
START TO GLUE THE TOPSAIL TO THE MAST
IN THE ANGLE YOU WANT IT

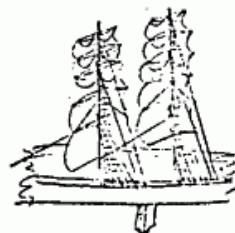


THEN BEFORE BUILDING ANY FURTHER - THE
FORE-MAST SAIL IS GOING TO BE COMPLETELY
FINISHED.

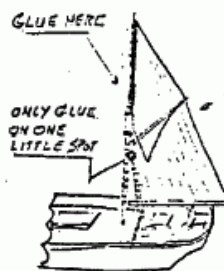


WHEN ALL THAT IS DONE - THE MAIN-MAST CAN
BE GLUED ON - AND THE WHOLE COURSE OF
ACTION GOES ON AS ON THE FORE-MAST -

THEN THE STAY FROM THE MAIN-MAST
TOP-CROSS-TEE IS GLUED TO THE FOOT OF FORE-MAST

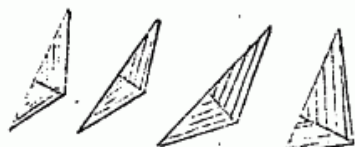


WHEN FINISHED WITH THE MIZEN-MAST -
THE SAILS ARE TO BE PUT ON THERE AS WELL -
I DON'T THINK I NEED TELLING HOW THAT IS
DONE. THE SAIL IS MADE IN TWO - WITH A
SPANKER-BOOM GLUED TO BOTTOM OF SAIL
AND GRAFT AT TOP OF SAIL - SAIL IS STRIPPED
WITH A PENCIL LIKE THE SQUARE-SAILS.
BUT THE FINISHED SAIL IS NOT GLUED FULLY
TO THE MAST (MIZEN) IN ORDER TO BE ABLE TO GO
THROUGH THE NECK OF THE BOTTLE - LIKE THIS



WHEN ALL THIS IS DONE, IT IS TIME TO PUT
ALL STAY-SAILS UP - FIRST YOU START FROM
THE FORE-TO-MAST-STAYSAIL - THEN THE
INNER-JIB - THEN OUTER-JIB AND AT
LAST THE FLYING-JIB. - THEN TO THE
MAIN-TO-MAST-STAYSAIL - THEN MAIN-TO-GALLANT-
STAYSAIL - THEN MAIN-ROYAL-STAYSAIL AND
FINELEY MIZZEN-TO-MAST-STAYSAIL - AND
MIZZEN-TO-GALLANT-STAYSAIL - AND HOW TO
MAKE THEM FOLLOWS ON PAGE 8 -

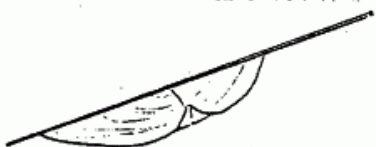
ON YOUR WORK-DRAWING YOU MEASURE UP SAILS.-
START FROM THE INSIDE WITH FORE-TOPE-MAST-STAY
SAIL AND WORK YOUR WAY OUT TOWARD THE END
OF THE BOWSPRIT.



NOW YOU CURVE THE STAY SAILS, THE SAME
WAY YOU DO THE SQUARE-SAILS WITH A SMOOTH, HARD
THING ON A SOFT UNDERLAYER -

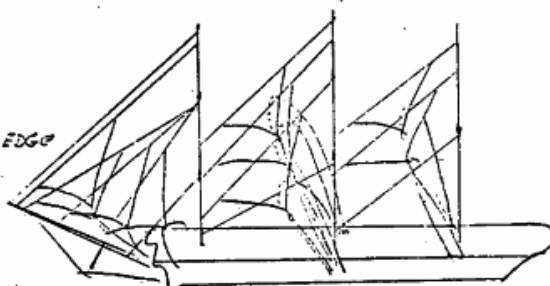
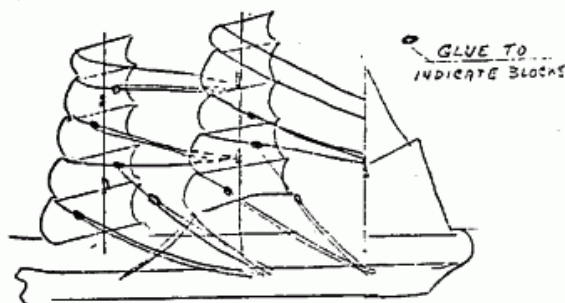


NOW THE STAYS ARE GLUED ON THE EDGE
OF THE STAY-SAIL.



RUN THE STAY (NYLON-BRISTLE) THROUGH A SPOT
OF GLUE - STIK IT TO THE RAIL - AND LET IT...
DRY - PREFERABLE ON A GLASS-PLATE -
NOW YOU MAKE ALL THE STAY-SAILS AND GLUE
THEM ON THEIR RESPECTIVE PLACES -
NOW YOU HAVE YOUR MODEL NEARLY FINISHED -
THE RUNNING RIGGING IS THE NEXT -
FOR THAT YOU USE THE DARK GOATS-HAIR I
HAVE SENT ALONG - YOU CAN BEND THEM AS
YOU REQUIRE BY RUNNING A HAIR BETWEEN YOUR
NAILES - I CAN NOT EXPLAIN FURTHER HOW
YOU WORK IT OUT - YOU WILL FIND THAT
YOURSELF - WHERE THE BLOCKS MEET
THE SHEETS, YOU MAKE A DROP OF GLUE -

THIS IS TO SHOW YOU WHAT I MEAN -



WHEN ALL THAT IS FINNISED YOU SHOULD
HAVE A SHIP NICE AND BEAUTYFULL -

YOU WILL PUT FLAGS AND NATIONALITY ON NOW
AND THEN THE BOTTLE SHOULD BE PREPARED.
YOU KNOW THE HIGHT OF YOUR SHIP, FROM TOP OF
HIGHEST MAST TO BOTTOM OF SHIP.

NOW - AFTER HAVING CLEENED THE
BOTTLE INSIDE YOU WRITE A LONG, NARROW
SLIP OF PAPIR, WITH ALL THE DATES OF THE
SHIP - WHEN AND WHERE IT WAS BUILT - BY
WHOM - OWNERS - CAPTAIN - TONNAG - SIZE -
HOW IT ENDED ITS DAVES - ETC. WRECKED -
HOW AND WHERE AND WHEN -



HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

1. NEW MATERIAL FOR THE SEA - Because putty presents problems with drying, mixing with color and smudging of the inside of the bottle, STEVE SABA (Bakersfield, CA) suggests trying paper mache'. This material is ground up paper and is obtainable from most art stores. It mixes well with watercolor pigment and being water based causes far less of a problem when inserting into the jug. He reports that it adheres well to the sides when dry.
2. MAURICE PIZER (Sun City, AZ) sent in a xerox of a chapter on ship-in-bottle building which appeared in a 1934 book, THE MANUAL OF SHIP MODEL MAKING, published by The Popular Science Publishing Company. The chapter was a reprint of an article by Captain E. Armitage McCann. Of particular interest was his direction to hollow out the bottom of the hull, a technique described by Jack Hinkley in Bottle Shipwright 2-83. Also described is a method for "ironing" wrinkled paper sails inside the bottle using a steel wire which has been dipped in boiling water to dampen the sails, then reheating the wire on the stove - just enough so that it will not burn you - to re-iron the damp sails to straighten and dry them.
3. FRANK SKURKA (Seaford, NY) writes that he prefers nylon thread for his rigging "because it is stronger, does not have that fuzzy look and can be found in the colors needed." This type of thread is not normally available in the usual dry goods, sewing or notions stores. Instead he suggests going to the local fishing tackle shop and purchasing rod winding "silk" which is actually nylon. a 100 yard spool. retails for about a dollar. For those who do not have a tackle shop nearby he suggests writing to: Gudebrod Brothers Silk Co., Inc., Philadelphia, PA. 19107. Frank also recommends white birch applicators for the spars. These are used by the medical and dental professions and are essentially swab sticks without the cotton. They are made of northern white birch 3/32" in diameter and six inches long. Local drug stores and medical supply houses stock these 72 dozen to a box at very reasonable rates. "I assure you", writes Frank, "one box makes a lot of masts and yards!"
4. Also concerning the rigging, FRED BIRKHOFER, (Daly City, CA) suggests using fly tying thread. Extremely thin and strong, he reports.
5. JAMES H. DAVISON, (Royal Oak, MI) mentions that he has found Mini Drill #64-2097 from Radio Shack (Price \$2.99) ideal for drilling small holes in masts, bowsprits, etc.
6. JACK HINKLEY uses DAP putty for his "seas: and found that it caused the glass to "cloud over". HAROLD GILE (Philadelphia, PA) correctly diagnosed the clouding as the residue of the "volatiles" degassing, but the solution came from Jack's brother-in-law, a chemical engineer, who suggested putting a piece of activated charcoal into the bottle for a week or more to soak up the gasses. Activated charcoal can be made by taking a piece of charcoal (not briquets) from any fireplace and heating it the oven at 200 degrees for 2 hours. Jack now incorporates a piece of this material into the scheme of each of his bottles (light bulbs for him), and the problem has been solved

7. ON INSURANCE-(From the USS Constitution Model Shipwright Guild of New England Newsletter-George Kaiser, Editor) Many modelers who have a Home Owners insurance policy, or a Tenants insurance policy are under the impression that those policies cover their models . . . which is at best a half-truth. Technically, models are personal property and are covered . . . but without both photographs and a certified appraisal certificate as documentation, you might receive only a few hundred dollars settlement for lost, stolen, or damaged models that are actually worth several thousand dollars. (Bottle Shipwright Editor's note: See your insurance broker to insure proper coverage)

ABOUT THE PRESIDENT

JACK HINKLEY was born and raised in the City of Pittsburgh, Pennsylvania, one of the world's busiest inland ports. Unlike some of the places where our members live, Pittsburgh is not a city where tall masts reach up to the sky even though vessels of that type were once built in the early shipyards of the city. Pittsburgh's ships are flat bottomed river steamers, workboats, if you will, designed to move the commodities and commerce of the of the area on the three rivers, the Allegheny and Monongahela, which join at the city to form the mighty Ohio. Today Pittsburgh's riverboats are diesel powered, Kort nozzle propelled and have replaced the romantic old steam-driven, smokeblowing, chuffing, sternwheelers with which Jacks shared the waters when he was a young fella learning to sail. Jack's mentor and teacher in those days was his Sea Scout skipper, a tough but lovable old Dane who had been around Cape Horn in sail three times before he had reached the age of 13 and who, at one time, had been the prisoner of the famous World War I German sea raider, Count Felix von Luckner. The lessons taught by this old Dane came hard, but a love of the sea and ships became deeply rooted in Jack during those years and has been carried forward in his enthusiasm for modelling of ships-in-bottles.

For a brief period Jack was a welder at a Pittsburgh shipyard and he served during World War II in a special port security branch of the United States Coast Guard.

Jack's interest in ships-in-bottles was born when a member of his Boy Scout Troop showed up one night with a cough medicine bottle with a crude ship in it. Jack figured that if this other lad could build a model of this type he could too, and he did. He still has this first piece of work as evidence, sailing along in her paraffin sea.

The transient life of an airline employee does not always lend itself to having a "ship shop" so production waned a bit until 1976 when Jack "hit the bottle" again after major heart surgery, and he has been going at it ever since. Needless to say, the contacts made with other ship-in-bottle builders through membership in the Association have greatly increased his interest in this traditional nautical art and given him the welcome opportunity to meet and correspond with other builders throughout the world.

Jack retired from NORTHWEST ORIENT AIRLINES on November 1st, 1982, after 37 years service, and lives in Coraopolis a suburb of Pittsburgh, with his good wife Dodie. He can either be found batting little white pellets around the golf course or carefully constructing another small ship for a waiting bottle or light bulb.

SMALL SCALE PLANS LISTINGS

In response to Bill Christian's suggestion that we compile a listing of sources of small scale plans, Jim Davison (Royal Oak, MI) sends the following:

"THE SMITHSONIAN COLLECTION OF WARSHIP PLANS" This is a catalog of warship plans, ordnance drawings and ship model photographs. Many plans of Howard Chapelle, William Geoghegan, Harold Underhill and others are listed. The bulk of the plans span the period from the mid-18th century to the early 1900's. Orders for the catalog should be sent to: Division of Naval History, National Museum of American History, Smithsonian Institution, Washington, DC 20560 USA. Price unknown.

"THE HISTORY OF AMERICAN SAILING SHIPS" by Howard Chapelle This book has been reprinted and is available from: S.T. Preston & Son, Inc., Main Street Wharf, Greenport, NY 11944. Price is \$9.95 plus \$1.75 for mailing and handling, which is a good buy as this book was originally published at \$18.50, according to Prestons.

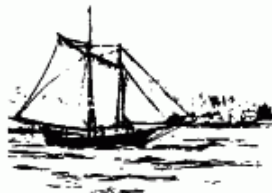
"SECRETS OF SHIPS IN BOTTLES" by Peter Thorne This book is available from the Ship Builder's Shop, P.O. Box 441, Menomonee Falls, WI 53051. Price is \$4.95 plus \$1.50 for shipping and handling (\$2.75 for foreign orders.)

"NEW MANUAL OF MODEL SHIPBUILDING" by P.M. Wright. This book contains, among other things, plans for SEA VENTURE and ARIEL and was published in 1962. Believe it is now out of print, but it was published by D. Van Nostrand Co., Inc., 120 Alexander Street, Princeton, NJ

"SAILING SHIPS RIGS AND RIGGING" by Harold A. Underhill. Contains 33 sail plans and descriptions of famous vessels plus an appendix listing better than 80 sailing plans specially drawn by the author to scales suitable for model construction. Published by Brown, Son & Ferguson, Ltd., Nautical Publishers, 52 Oarnley St., Glasgow, Scotland G41 2SG. Price unknown.

CHRIS NAIR (Jabalpur, India) also wrote about an Australian magazine called, "Hemisphere", Vol 25, No. 2, Sept/Oct 1980, in which there appeared a seven page article with plans, called, THE GREAT CANOES OF THE PACIFIC, by one David Lewis. This magazine is published by the Australian Government Publishing Service by Ruskin Press, 552 Victoria Street, North Melbourne, Victoria R79/397. In the US the magazine is distributed by the International Library Service, 432 Park Avenue, South, NY 10016. You might be able to obtain a Xerox of the article by checking with your local library who may have a tie line with this service.

THE NAUTICAL RESEARCH JOURNAL, published by the Nautical Research Guild, 6413 Dahlonga Road, Bethesda, MD 20816, is also an excellent source of plans and descriptions of ships of every type and era. If you do not know about this organization and are interested in marine history, ship modelling and other nautical knowledge then you have been deprived of very valuable source material. Annual dues are, \$13.00, U.S.; \$17.00, Canada; \$21.50, Europe; Japan and the Far East, \$24.00. Highly recommended. DON HUBBARD, EDITOR





FROM THE MEMBERS

ROBIN HARRIS (Oakland, CA) presently our only lady member and to whom we apologized when we printed "WHY IS A SHIP CALLED A SHE" in BOTTLE SHIPWRIGHT 3-83, added her own rejoinder to that article. Says Robin, "Why didn't you add the line, 'Once a man has fallen in love with her, he's a slave for the rest of his days!'"

BILL HESSE (Cold Spring Harbor, NY) also called about the above article and tells us that we forgot to add: "Her rigging costs more than the hull!"

RANDY MARTINDALE (Glasgow, Montana)-Those of you who received Bottle Shipwright 1-83 will remember Randy's comments on using mineral oil as the "water" surrounding his "sunken ship-in-a-bottle" He writes to say that in the year since he completed the model there is little change other than a slight fading in the brown paint on the ship, with the oil absorbing the color. The slight brown oil tint makes the water look more realistic. Randy also sealed the bottle with a cork dipped in liquid catalyzed resin to prevent leaks, and this is working remarkably well as a sealer.

RALPH PRESTON (Winooski, VT) Ralph builds full size models in extremely large bottles and he has assembled a slide illustrated talk on his techniques and special tools which he has delivered at many prestigious institutions both here and abroad. (In 1982 we were fortunate to have him give his presentation to the public twice daily, for a week, on board the Star Of India during the North American Ships-In-Bottles Exposition).

In a recent letter he tells us that he was able to visit Europe in June, this year, where he spoke at Oxford in England, and at both the German and Swedish Maritime Museums. In Germany reports of his talk was well publicized in the newspapers, and in Sweden he was made a member of the Swedish Ships-In-Bottles Society. While in Holland Ralph stopped by to visit Aubrey Dunning, editor of Compass Card, the Journal of the European Association of Ships-in-Bottles, and in England he met John Burden and was able to see some of his beautiful works.

Ralph is one of our active ambassadors and if you have a chance to take in one of his talks be certain to do so. It will be both an enjoyable and educational experience for you. We will try to keep you posted on his future lecture schedule.

JUZU OKADA (Osaka, Japan), the President of the Japanese Ships-In-Bottles Association reports that as of August 9th about 170 models from various countries have been received for the Japanese exposition. Regretfully, five were damaged during shipping "due to insufficient packaging" but most were repairable by Japanese builders.

Those of you who do not know Juzo can not appreciate the almost impossible tasks he has taken upon himself on behalf of this show and ships-in-bottles in general. He has not only been the coordinator of the international shop, but has become editor and writer for the book which the Japanese are producing. In a recent letter to Jack Hinkley he writes, "I am struggling with some 1000 sheets of color and monochrome photographs from which I must select and edit as well as calculate the size of each enlargement." Then, in the same letter, "I am very busy as we also hold our annual exhibition in Osaka the 22 of August". And with all this going on he keeps up his correspondence with builders all over the world and produces the Japanese magazine, SHIP BOTTLERS. We all owe him a debt of gratitude and admiration for his efforts.

VIDAR LUND, Past President of the SHIPS-IN-BOTTLES ASSOCIATION OF NORWAY, tells us that the Norwegian group shipped 40 models, representing the works of twenty members, to the Osaka exposition. They sent the models by air freight via Scandinavian Airlines at almost no cost thanks to the Norwegian Ministry of Foreign Affairs who felt that this was an excellent opportunity to promote Norwegian culture and traditional handicrafts abroad.

GEORGE FULFIT, who many of you saw bottling a ship in the Canadian TV documentary, "STEADY AS SHE GOES" has been independently located by members JAMES DAVISON and JACK HINKLEY. The National Film Board of Canada kindly answered both their requests for George's whereabouts and through their efforts he has now become a member of our group.

INFORMATION WANTED - Member GEORGE P. HOSKIN has written to ask: "Does anyone in our group have detailed information on the rigging of the mainmast on Baltimore Clippers including the correct terminology for the "gaff" or "whisker pole" that seems to be used to lift the main topsail?"

EDITOR'S NOTE: in the latter case I think the correct term is Main Topsail Yard. Would appreciate hearing from anyone who has more authoritative information, but if you want to write to George directly his address is: 9706 Lawndale Drive, Silver Spring, MD 20901.



Al Daly, 7726 Greenbrier Rd., Pennsauken, NJ 08109
 James H. Davison, 1924 Wickham Ave., Royal Oak, MI 48073
 George Fulfit, 28 Ashley Park Road, Islington, Ontario, M9A 4E1 CANADA
 William C. Krell, 548 Woods Lane, Grosse Pointe Lane, MI 48236
 Jack F. Mathews, 989 Oak View Circle, Lafayette, CA 94549
 Clifford T. Provencki, 1876 Elizabeth St., Schenectady, NY 12303
 Klaus Reuter, Mottlstr. 14, D8000, Munchen 40, WEST GERMANY
 Roland E. Ricard, 177 West Hollis St., Nashua, NH 03060
 Steve Saba, 3105 St. Marys, Bakersfield, CA 93305
 Hugh Simpson, P.O.Box 1848, Sechelt, British Columbia, V0N 3A0, CANADA

CHANGE OF ADDRESS

Gary Frank, 489 Southgate Drive, Greenwood, IN 46142
 George R. Harper, 2201 Washington Irving, Pearland, TX 77581
 Randy Martindale, P.O. Box 1300, Beaver, UT 84713
 Charles H. Rahn, 5376 Pride Ct., Bachection, OH 44203
 Robert C. Zink, Rt. 1, Box 119, Cashmere, WA 98815



EDITORS NOTE

AN OPPORTUNITY TO JOIN THE EUROPEAN S-I-B ASSOCIATION

Since many of you might like to receive additional ship-in-bottle information I have contacted my friend, AUBREY DUNNING, Editor of COMPASS CARD, the magazine of the EUROPEAN ASSOCIATION OF SHIPS-IN-BOTTLES, to ask about their subscription rates. Aubrey has assured me that he would warmly welcome any of you who might like to join his organization and I would like to add my own recommendation to that. Compass Card is published quarterly in English, and like our magazine it contains original membership contributed photos and articles relating to our specialized art. On occasion I am able to reprint articles of general interest from Aubrey's magazine, but there is much that does not reach our pages and which many of you might enjoy. So if you are interested the annual dues are \$10.00, and this together with your name, address and date of birth, should be sent to: Aubrey Dunning, Editor, Gaasterland 14, 3524 CA, Utrecht, HOLLAND

CONCERNING CONTRIBUTIONS TO BOTTLE SHIPWRIGHT

Before the North American Association became a separate entity I used to add my notes to COMPASS CARD, for distribution to the North American mailing. On one such occasion I made an appeal to the members for articles and photographs to give them some ideas on subject matter. Since that time we have had a large increase in membership and I would like to update and reprint that appeal.

WHAT CAN YOU DO TO ASSIST?

We have all come up against problems unique to our style of building ship-in-bottles, and we have often had to solve these problems by developing techniques of our own or by modifying techniques given to us by someone else. Why not pass this information along to the rest of the members? Believe me it is not too minor to be of value to someone who may be scratching his head over the same thing thousands of miles away.

Perhaps you can tell us of a good source for plans of ships, or send us a photo of a ship you have built and perhaps mention its significant history. Do you know any good sources for bottles; do you have any special techniques for getting the sea inside; what other materials have you tried for the sea and what difficulties have you encountered? Do you have a different way to mount your finished models, and if you sell your models perhaps you could tell us of your experiences in merchandising and pricing your ships. We can use cartoons on the subject, either from your local paper or an original of your own, or even an idea for one. Have you had your models on display, and if so how many and where? Have you visited any interesting museums? Can you answer questions sent in by members or do you have some that you might like to ask? These are just a few ideas. The list of possibilities is endless if you just give it some thought, and the input is truly needed.

You need not have your material in perfect form. Send me the ideas (see inside front cover for address) and I will smooth them up when I retype them and redo any drawings if needed. What better incentive can I give you? And to all of you my sincere thanks in advance!

ON MAILING

Lee DeZan has taken over the chore of mailing our magazine, and with copies going to something like 14 countries, most with special mailing rates, quite a chore it is. You overseas members may notice that your copies are always stamped "PRINTED MATTER" and that is because the rates for that class of mail are substantially lower. But the "Printed Matter" category also prohibits including personal letters or notes in the envelope, so where we often used to include a small "Hello there! etc." that friendly gesture has had to be eliminated. Instead, I am plugging away at the mail pile trying to get separate notes to the many of you who write or send contributions. Meanwhile, know that all your communications are very welcome to me and useful to our magazine.

DOON HUBBARD



COLOURED SAILS OF EARLY BRITISH COASTAL CRAFT

by
John Burden

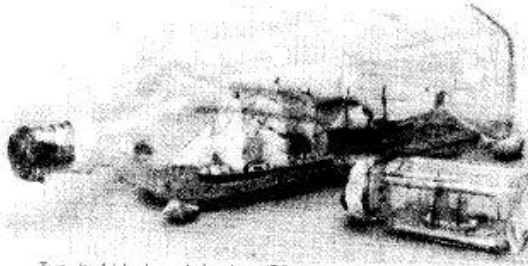
In this country many of the localized coastal craft could be identified by their distinctive coloured sails. I am not certain of the mixture used to stain the sails of the Thames barges, but the Norfolk Wherry, for instance, had black sails derived by applying a mixture of tar and herring oil as a preservative after the original white sails had had a chance to stretch a bit. The substance was applied at yearly intervals on alternate sides of the sails. As a result of this sail colouring the wherrys became known as the Black Sail Traders.

Another example, this one with brown sails, was the Herring Drifter of the English East coast. In the Yarmouth area these were dressed with a mixture of horse grease, yellow and red ochre and sea water. (I'm not sure whether "horse grease" is something used on horse or from dead ones!)

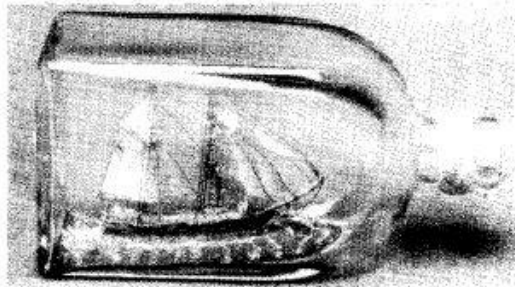
Nowadays all of the preserved and restored vessels carry sails of coloured nylon for obvious reasons.

JOHN BURDEN, Pewsey, England

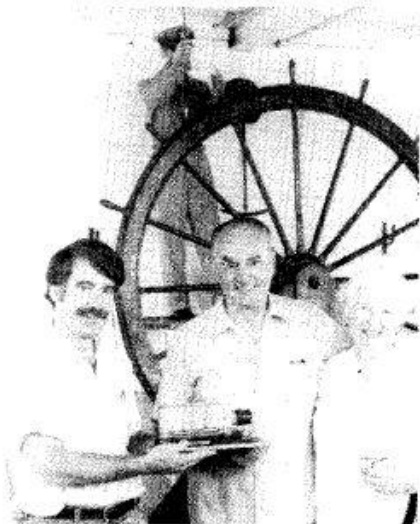
Editor's note: In the August, 1982 edition of Sea History Magazine a caption under a painting of a Thames Barge says that the sails were treated with a mixture of "red and yellow ochre, linseed oil, cod oil and sea water"



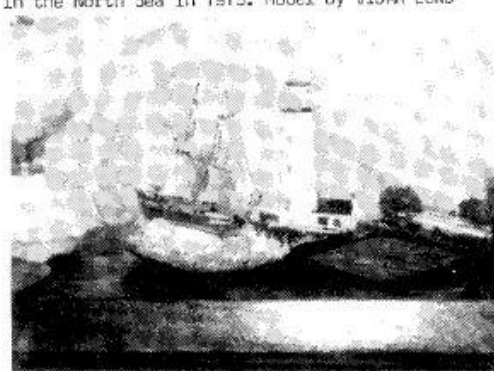
Two bottled models by VIDAR LUND, Oslo, Norway, copied from a newspaper clipping. The larger bottle shows a Norwegian full-rigged ship outpacing a Swedish steamer; and the small bottle a ketch with red



The Norwegian Brigantine, LEON, which was built in 1881 by the famous ship builder and designer, Colin Archer of Larvik, Norway. The LEON foundered in the North Sea in 1915. Model by VIDAR LUND



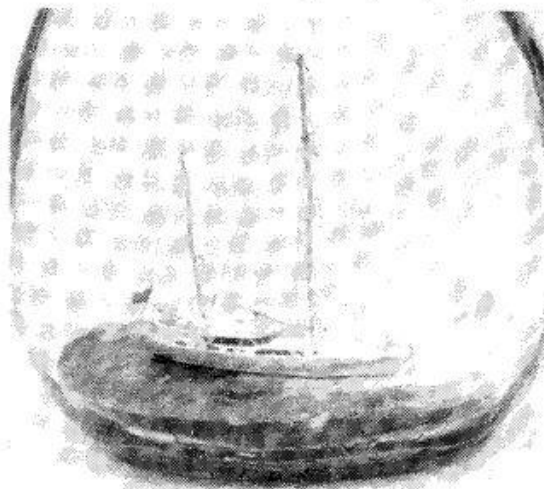
FRED AND IRIS BIRKHOFFER, presenting Dave Brierly, Curator of the San Diego Maritime Museum with Fred's detailed bottled model of the Museum's iron-hulled bark, STAR OF INDIA. The model has been donated for the museum's permanent collection. Fred and Iris made the long drive from their home in Daly City, near San Francisco, to make the presentation.



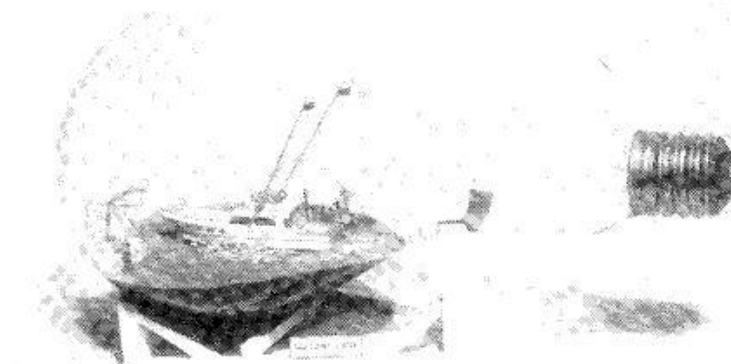
GRANDTURK III in 1000 Watt bulb by JACK HINKLEY, (Coranopolis, PA)



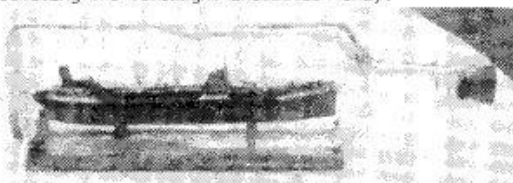
The bark, STAR OF INDIA, by FRED BIRKHOFFER, as presented to the San Diego Maritime Museum.



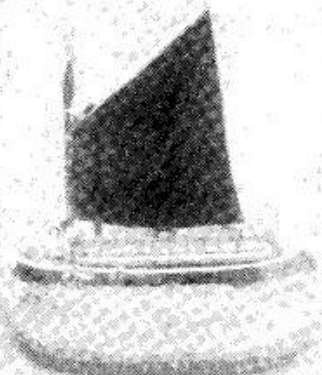
Diorama showing ABC, LONDON, a 104 foot aluminum-hulled motor sailer in front of the glaciers in Glacier Bay, Alaska. 1.5 liter wine bottle, by DON HUBBARD



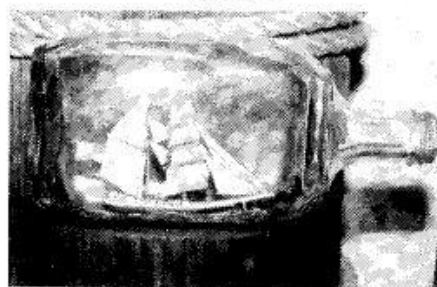
CHARLIE RAHN of Barberton, Ohio, built this beautiful model of Martin J. Hamilton's 54' Norseman Offshore Sportfisherman in a 1000 watt mazda photo flood light. Details include a deck mop under the cockpit rail and a glass of scotch on the flying bridge. She was built in five sections: Hull, main cabin, flying bridge, bimini top, and out-riggers. The brass threads on the bulb were not removed. Access was gained by removing the bakelight insulation only.



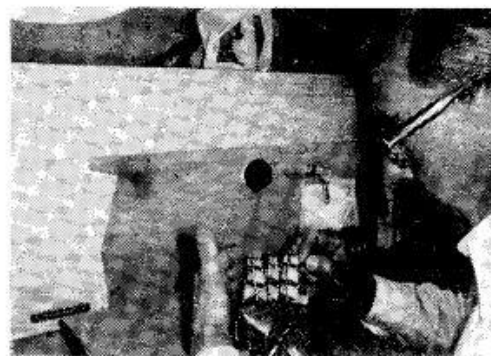
SS MERRIMAC by STU RANG, Pensacola, Florida



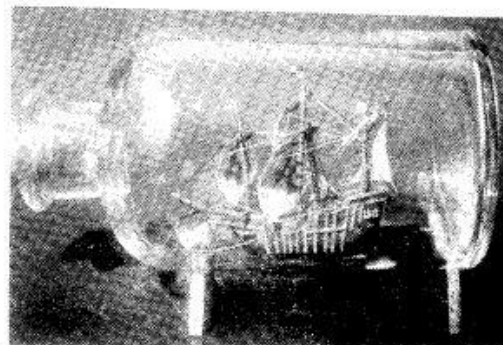
A Norfolk Wherry by JOHN BURDEN, Pewsey, England (See John's article page 18). Most of these small boats had detachable keels to allow them to return to home in the shallow headwaters of the rivers, etc. The keel was unbolted inside the hull, dropped and then later retrieved and slung under the boat for rebolting. A good wherryman could do this and only allow a couple of buckets of sea water aboard in the process.



American Brig by STEVE SABA, Bakersfield, CA



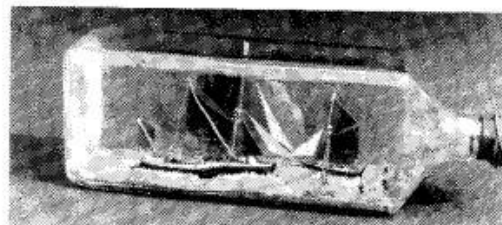
KLAUS REUTER (Munich, Germany) at work on one of his many models.



The SANTA MARIA, by Klaus Reuter



JACK NEEDHAM'S SELF-PORTRAIT in 1 liter Dimple bottle. The mini-clipper ship has 23 sails and is in a 1/2 inch diameter penicillin bottle. Tools on table include a saw, hammer, chisel, tweezers and scissors.



Diorama showing the Thames Spritsail Barge, KATHLEEN and a Thames Bawley sailing on opposite tacks nearshore. by JOHN BURDEN